

S-13458

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CONTINUED CONTROL

PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

Southeast China Situation

GP/I-189  
13 June 1956

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PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

Southeast China Situation

SUMMARY

- Resurfacing completed at Lung-tien Airfield....
- Probable early warning radar site at Hui-an....
- Work continues on causeways in Amoy Area....

This memorandum reports the significant changes in the Southeast China area as observed from a study of aerial photography flown between [REDACTED] Items of specific interest include airfields, electronics and, transportation.

25X1D

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Airfields

Lung-tien (25/35N-119/28E): By [REDACTED] the runway and taxiways had been completely resurfaced. However small unidentified dark objects appeared on the runway and taxiways and on [REDACTED] photography these objects were still there. The runway is now 7200' long and 150' wide with a 1350' graded overrun at its southwest end. The addition of ten new revetments gives a total of thirty revetments at this airfield. There appears to be no other addition of facilities.

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Nan-tai (26/00N-119/19E): On photography [REDACTED] the runway surface had a distinct mottled appearance apparently caused by heavy rains. By [REDACTED] the surface had dried out and returned to its even, light tone. It would seem that this airfield would not be serviceable in its [REDACTED] condition. There has been no changes or additions in airfield facilities.

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Kao-chi, Ma-chiang, Lung-chi, Hui-an and Ching-yang: No significant change.

Electronic Sites

Hui-an (25/02N-118/48E): A probable electronics site has been located approximately seven miles north of Hui-an, airfield. A new road has been constructed from L-fan, which lies six miles north of Hui-an. L-fan is situated on the new coastal highway. This site is located on the highest peak in the Tai-mei mountains at approximately 2716 feet and consisted only of a leveled area on [REDACTED] photography. (See enclosure 1)

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Ching-yang (24/48N-118/35E): An electronics site is located 2.5 mile west of the airfield. This site is in the hills at an elevation of 430 feet and consists of a leveled area, small buildings and revetments.

The above two sites, in addition to one at Ping Hai, resemble the unidentified site at Lung-tien Airfield which was reported previously. The location and layout suggests the probability of their future use as early warning radar sites. (See enclosure 2.)

Nan Tai (26/00N-119/19E): The token radar set located 6.6 miles southeast of Fu-chou, and reported upon in GF/I-176, dated 27 April 1956, was not noted on [REDACTED] photography.

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Transportation

Causways: The base for the new causeway linking Chi-mei with Kao-p'u, north of Amoy Island, has been filled in for its entire length. Considerable work remains to be done before the causeway will be passable for vehicles. There is no outlet for the water on the landward side to escape.





The Ta-teng causeway was still under construction on photography dated [REDACTED] 25X1D  
[REDACTED] Approximately 1000 feet remained to be filled in and in addition there were several small gaps in the previously filled in section. The total length of the completed causeway will be 5400 feet. 25X1D

Railroad: Work continues on right-away clearance and tunnel construction on Amoy Island.

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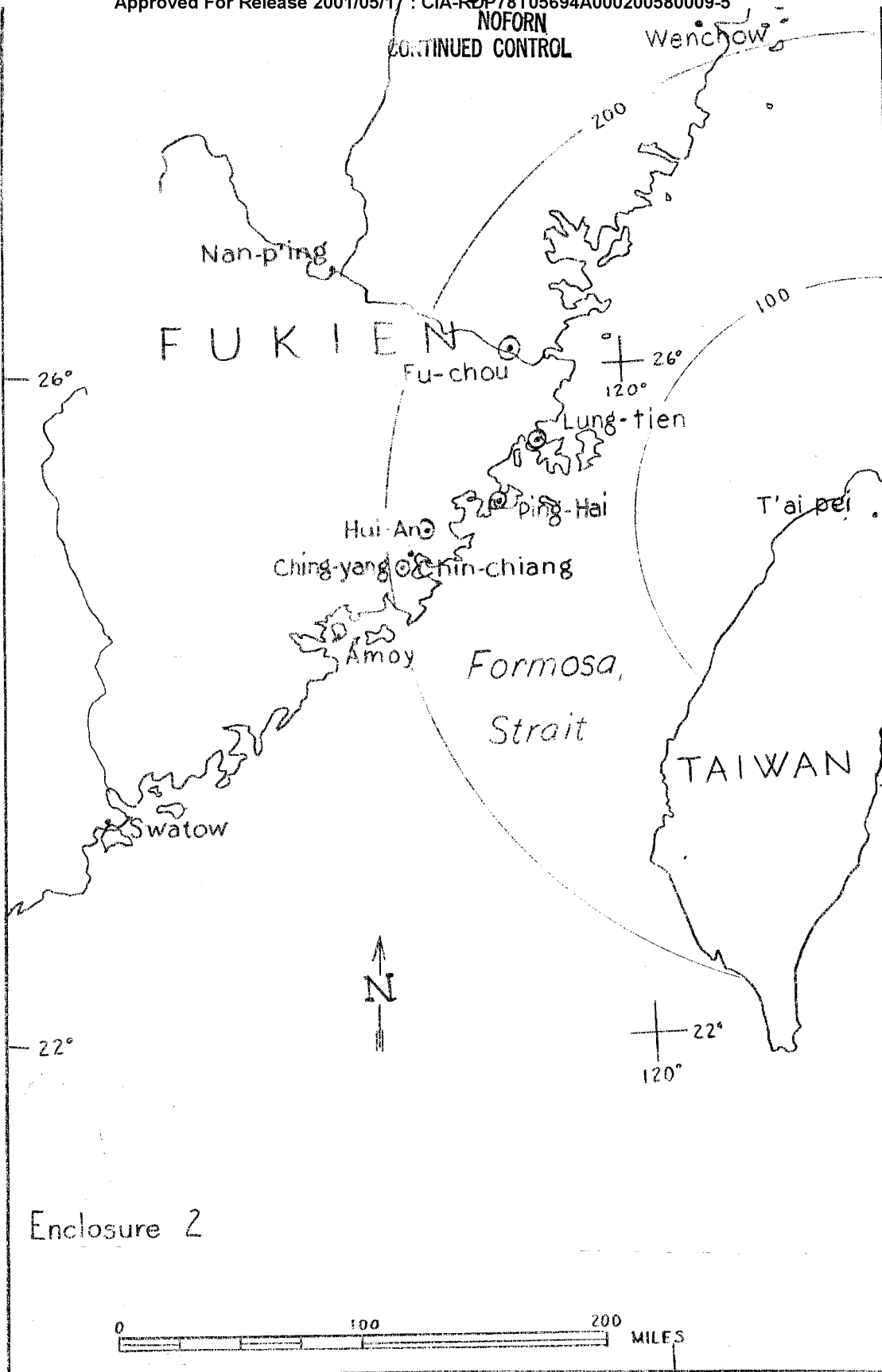
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ELEVATION IN METERS  200 

HUI-AN AF

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Enclosure 2

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